

NAVY YARD AFFAIRS.

A GENERAL SILENCE REGARDING REAR-ADMIRAL MEADE'S ACTION.

RAPID WORK ON THE CINCINNATI-THE GILLIES DRYDOCK-MISFORTUNES OF THE ERICSS.

SON-NOTES AND GOSPEL.

There has been much to talk about at the Navy Yard last week. This fact has been apparent to any one who has read the newspapers. But naval people, especially the officers, are not given to talking. The various theories which have been advanced regarding the removal of Rear Admiral Richard W. Meade from the presidency of the Board of Inquiry into the cause of the accident to the cruiser Cincinnati have been, next to the accident itself, the principal subject of comment. Beyond the statement that Admiral Meade was relieved at his own request and the expression of the belief that his article read before the Naval Architects and Engineers' meeting had nothing to do with it, no opinion will be expressed by the officers in command at the Yard. Recent dispatches from Washington calling attention to the estrangement between Rear Admiral Ramsay, who is Chief of the Bureau of Navigation, and Rear Admiral Meade, are taboos. It was said, however, that the dispatches were pretty close to the truth. Nothing was known, however, at the Yard, and those most interested in the subject refuse to discuss it. There is no doubt among those who are acquainted with naval affairs that the Admiral in command of the New-York station is, and has been for some time, chafing under the enforced idleness caused by the delay in finishing vessels under his command. He, like the captain of his flagship, "Flagship," Bay Bridge, is essentially a seaman, and a seaman's love is in keeping his vessels on deep water as much as possible. His objection to "drydock cruising" is based on the belief that the true efficiency of the Navy will be found on the ocean, and that to attain and maintain that true efficiency, service at sea is absolutely necessary. He long ago wearied of serving on examining and investigating boards, and there is no doubt that his assignment to the Cincinnati Board was taken by him as being an infringement on the dignity of an officer in command of the most important sea vessel of the United States, especially as there was plenty of less important but fully competent material which could be utilized for that purpose. That the Judge Advocate of the Navy was in conference with officers of his bureau on Friday afternoon is taken at the Yard to mean that there is an investigation of some kind on foot, and the theory that charges of some nature, presumably made by Admiral Meade against Admiral Ramsay, is being discussed. It is hardly probable, however, that anything will be done before the return to Washington of Secretary Herbert from his trip to London. The presentation to him in the ceremonies of the silver service by the people of Alabama is the main item of the week of repairing the Cincinnati and the investigation into the cause of the accident to her are both going forward. Yesterday Lieutenant Colwell and Ensign Welles were before the court and gave testimony substantiating that already given by Captain Glass and the navigating officer of the cruiser, Lieutenant Dillingham.

The repairs to the cruiser have been so far advanced that the Construction Department expects to haul her out of the drydock in about two weeks. Yesterday the plates of the garboard strake were being riveted in place, while the brackets have been made ready to receive the plates of Strake 8, which will be put in place next week. After this work is finished the compartments will be flooded as a test, and then the work of connecting will be completed. Workmen are ready to put the new blade of the propeller in place, and that will be fixed before any other work is finished. The cause to what caused the damage to the cruiser will hardly be definitely settled until the return to the yard of the tug Narkeeta and Traffic, which started yesterday morning for Execution Rock, under command of Lieutenant A. G. men to take soundings and thoroughly explore the bottom near where the accident happened. About 5 o'clock in the afternoon the tug bound home. The 114-inch plates needed to complete the armament on the port side of the coast-defense monitor Puritan is on the dock along early this week. The other one is expected to arrive soon. Work on the Maine is going ahead as rapidly as possible. Her armor plates are being rapidly assembled. Her armor plates are being rapidly assembled. Her armor plates are being rapidly assembled.

Some minor work is being done on the San Francisco, and the prospects are now that she will be ready for sea about the 15th of next month. Captain Edwin M. Shepard, who assumed command of the cruiser this week, is well known to many people outside of naval circles. He was captain of the frigate Kearsarge at the time she was ordered to take Frederick Douglass to Hayti, as Minister of the United States. Under the Administration of President Harrison. Captain Shepard replied to the order in a letter to the department saying that his ship was not in condition to carry an extra crew of the United States to a foreign country. His orders came back to the department, and for that purpose the frigate was not supplied with room-furnishings, bed linen and other material necessary for the accommodation of Mr. Douglass, and the reply to this letter was the prompt detachment of Captain Shepard. He next came into public prominence by a little difficulty with Captain Francis M. Bunce, who was at that time in command of the torpedo station at Newport. In the subject of the dispute the criticism on the equipment of the station and the appearance of some men were transferred between the officers. This was finally settled by Captain Shepard writing a letter to the department, in which he stated that a letter he had written to Captain Bunce was indited in haste, and he requested the privilege of withdrawing. This was equivalent to an apology, and the request was granted and the matter dropped. Captain H. F. Pickens, who is now in command of the command of the Atlantic, is envied by some of the other captains, who would like to have an assignment to so comfortable a place.

As has already been noted, the little gunboat Machias started away on her trip to China on Tuesday. Her first stopping-place will be Gibraltar, and from there she will go to Naples or Malta, and through the canal.

The succession of accidents to the torpedo-boat Ericsson is causing much annoyance to naval people, and there are many unfavorable theories. The assignment made to the Mississippi River steamboat men who brought her here are no doubt thoroughly competent to handle a boat on the river. The accident to the Ericsson was due to the engines for a trial of speed on comparatively deep water. Naval engineers should be placed in charge of the trial of speed on the Mississippi River. The accident to the Ericsson was due to the engines for a trial of speed on comparatively deep water. Naval engineers should be placed in charge of the trial of speed on the Mississippi River.

depth of one foot. Contractor Gillies has disallowed his men, and it is understood he will not attempt to do further work until the decision of the Secretary in regard to it has been made. The contractor claims that the department is in default in regard to the bills which have been audited and passed over to the department by the Captain. The head of the bureau in the department of the navy is said to be of the opinion that these audited bills are not paid, and in any matter. In case the contract is cancelled, the department will be responsible for the amount conceded to be due, thereby preventing any action by the Government or another contractor until these bills, with the increased cost, are paid.

The subject of hiring and discharging men in the different departments in the yard, especially in steam engineering and construction and repairs, has received considerable attention since the election, a number of men having been discharged. The causes of these dismissals are given as a lack of the completion of some vessels and the rapid finishing up of work on others, together with the absence of orders for new work. The shown in the employment and advancement of workmen, and an officer from the department came on Friday by the Secretary, requiring the commitment of the employment of laborers and mechanics at each of the Navy yards to a board, consisting of three commissioned officers on duty at the station. The board is to be composed of the heads of the different departments. The system of card registry in the yard is in force, and every applicant must fill out a blank application and receive a recommendation as to his capacity for the work, and the card must be filled out by the head of the department, which number sixteen, is that which provides that the name of each applicant who is admitted to register will remain in the eligible list for one year, and the name of each registered applicant will be certified for employment in the order of preference by the board, preference being given first to veterans; second, to those who have had Navy Yard experience, and have given satisfaction in the past; and third, to those who are citizens of the United States, or who have served in the Army, Navy or Marine Corps, and has been honorably discharged therefrom.

Commander T. A. Lyons has been detached from duty at the yard and granted six months' leave. Assistant Surgeon T. W. Richards has been ordered to instruction in the Naval Laboratory at Brooklyn.

The Castine will probably follow the example of her sister ship, the Machias, and leave the yard some time in December for her station in the Atlantic waters. Commodore Charles S. Norton is scheduled to sail on the steamer having New-York bound for Southampton and other ports, and from there to Rio Janeiro and on to the Newark, the flagship of the South Atlantic squadron.

STREET BOXES FOR WASTE PAPER.

THE EXPERIMENT IN BROOKLYN A SUCCESS—NEW AND MORE SUBSTANTIAL RECEPTACLES PROVIDED.

Several months ago the Brooklyn Department of City Works, at the instigation of the Women's Health Protective Association, had a number of boxes placed in the streets for the reception of waste papers and other rubbish of like nature. The boxes were made of wood and painted green. About 150 were made, and they were put in place in the early part of last week. The boxes were made of wood and painted green. About 150 were made, and they were put in place in the early part of last week. The boxes were made of wood and painted green. About 150 were made, and they were put in place in the early part of last week.

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STREET BANDS IN BROOKLYN.

PUBLIC SENTIMENT WILL APPROVE THE POSITION OF MAYOR SCHERER.

There is some difference of opinion as to the wisdom of allowing itinerant street bands to have the use of the streets of Brooklyn, but the weight of public sentiment will doubtless uphold the position of Mayor Scherer. The ordinance of the Board of Aldermen which prohibited the ordinance putting a stop to the practice of these poor men to obtain a license. This is the first time that the question has been brought to a point of decision, but not the first time the Aldermen have been asked to act on it. For ten years or more, petitions have been sent to the Board from time to time asking for the suppression of the street bands, but the invariable course has been to pigeonhole them quietly and avoid the discussion of the questions involved. That is the disposition of not a few of the other Aldermen is made evident by a reference to the facts.

A PETITION FOR THE ABOLITION OF THE ITINERANT BANDS.

A petition for the abolition of the itinerant bands was sent to the Aldermen early in the year. It came from the organized musicians, who asserted that they were 600 in number. The matter was referred to a special committee, but for some reason the chairman of that committee was never able to induce his fellow-members to come together and hold a meeting. A few of the members of the committee, however, held a meeting, and the committee was discharged. The subject was then turned over to the Law Committee, which has the reputation of acting with reasonable promptness on every matter referred to it. That committee inquired into the matter carefully, and called a number of street players before it. It was found that they earned only small sums at the best, and most of them had families to support. The committee then recommended that the preliminary steps towards obtaining citizenship.

The members of the committee were unable to make up their minds, and the matter was referred to the Board of Aldermen. The Board, however, has not yet made a decision. The matter is still pending.

THE GILLES AND FASTER DRYDOCKING STORE.

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We are ready in advance of the usual Season's demands made upon us for Christmas Goods. 15 to 50 per cent. less than others. We are direct Importers from Manufacturers in all markets. All Departments run by ourselves. No middle profits to pay for. Belong to no Syndicate.

Dolls, Games, Toys, Ornamental Goods, Jewelry, Bisques, Bronzes, Leather Goods, Silverware, Furniture, Rugs, Art Departments; New Confectionery and Lunch Departments are a great success.

FILTON ST., GALLATIN PLACE AND LIVINGSTON ST.

THE NEW BRIDGE STATIONS!

ACTIVE WORK IN PROGRESS IN BOTH NEW-YORK AND BROOKLYN.

The Brooklyn structure nearly completed—WHEN THE NEW SYSTEM OF OPERATING TRAINS WILL BE INTRODUCED—ELEVATED RAILROADS FOR THE CARS TO BE PROVIDED IN FEBRUARY.

The new bridge station in Brooklyn is now well advanced toward completion. The framework of the building is all in place and the work of putting on the roof has begun. In New-York comparatively little progress has been made, but work is steadily going on, as every one crossing the bridge and keeping his eyes open has been able to see for a number of weeks past. So far as can be judged from what has already been done, the Brooklyn station will be an appearance not altogether unlike the old one on the outside. The interior arrangements will, however, be widely different. The essential feature in the new method of running bridge trains is to have broader platforms than at present and to run trains to and from both sides of them. Hence the new stations will have to be more commodious than the old ones.

The station at the Brooklyn end extends from Sunset to High-street, but its northern end will still have to cross the river to the north side of Sunset. This cannot be done, however, until the Brooklyn Elevated Railroad completes its new connection with the bridge and the present station is torn away. The bridge authorities do not intend to use the new station until the elevated road is both ready to bring their passengers to the Brooklyn end. As is well generally known, the Brooklyn Elevated Railroad is to run through the bridge station to the north side of Sunset, and from there to the north side of the river. The station at the Brooklyn end extends from Sunset to High-street, but its northern end will still have to cross the river to the north side of Sunset. This cannot be done, however, until the Brooklyn Elevated Railroad completes its new connection with the bridge and the present station is torn away. The bridge authorities do not intend to use the new station until the elevated road is both ready to bring their passengers to the Brooklyn end. As is well generally known, the Brooklyn Elevated Railroad is to run through the bridge station to the north side of Sunset, and from there to the north side of the river.

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FAIL IN THE BERSHIRE.

A NUMBER OF THANKSGIVING PARTIES WILL BE GIVEN BY COTTAGERS.

Pittsfield, Mass., Nov. 24 (Special).—The Berkshire Musical Association will soon begin its chorus rehearsals for the May festival under the direction of R. P. Paine, of New-Britain, who was the successful leader last year. The Boston Festival Orchestra has been engaged for the affair, together with a number of soloists, including William M. Clark, basso; Ben Davies, the tenor; Miss Gertrude May Stein, contralto; Miss Rose Stewart, soprano, and Van Vachtel, mezzo-soprano. He was judge of the chorus will give the oratorio of "Samson and Delilah" and a number of part songs.

The death of Judge James T. Robinson, of North Adams, the veteran Editor of "The Transcript," removes from the county one of its most widely known citizens. He was for many years conspicuous in politics, and as an editor and public speaker. His funeral took place to-day at the Congregational Church in North Adams, and was attended by leading citizens of the county, including many members of the Berkshire Bar and the county press.

The women of this city are taking a hand in politics on the license question, and are holding meetings to plan for action. The young people connected with the societies of Christian Endeavor and the Epworth League are also working for no license. It is predicted that there will be a larger vote polled than ever before in the history of the city.

The organ recital given by Prof. Asa Mason at the First Church Wednesday evening was listened to by about 60 people. Charles Smith sang solo songs. Miss Alice Radstock gave a recital for her cousin, Miss Todd, on Tuesday. Miss Florence Trimble gave a card party Wednesday evening. Samuel W. Bowerman and Bernard Oden will sail soon on a European trip.

Lenox, Mass., Nov. 24 (Special).—Morris K. Jesup has purchased a part of the Woolsey estate adjoining his property. The price paid for it is about \$3000. The purchase includes the land along the lower end of the hill overlooking the valley to the south, and it is expected that Mr. Jesup will greatly improve the property and build driveways through it. Several hundred acres of the Woolsey estate remain, which are owned by a syndicate.

Mr. and Mrs. Anson Stokes went down to New-York Monday. Their country house is not closed, however, and they are expected to return and have a Thanksgiving party there next week.

Miss Carey and Miss Roth came up this week for a short stay and are at Curtis Hotel. Mrs. Lucy F. Smith, of New-York, is in Lenox and will remain during the week. The weather is so cold that the company has commenced work laying underground wires from the plant near Laurel Lake to the village. The wires are being laid in a trench about six feet deep. Work will be pushed as rapidly as possible, so that the cottagers may have the advantage of the new system of lighting.

Mr. and Mrs. J. W. Markoe and Mr. and Mrs. W. A. Read, of New-York, are in Lenox and are driving a motor car. Mr. Read brought his horse and drives a great deal.

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THE TICKET SELLER'S TRICK.

HE "WORKED OFF" A CANADIAN DIME AND SOME PENNIES ON A MAN WHO WAS A "KICKER."

"Well, well, that's the slickest trick of making a passenger take pennies for change I've seen the ticket agents resort to," said a man to a Tribune reporter at the Park Place elevated station, as he recently surveyed a Canadian dime which had just been handed him by the ticket seller.

"Those fellows are obliged to work off their pennies on the ticket, but instead of that, they resort to all kinds of devices to do this, but this is the cutest scheme yet. A passenger who hands the agent a dime for a single ticket is almost sure to receive the change in copper cents. Every man knows what a nuisance pennies are in his pocket. If he wants a dime or a nickel, he is sure to fish out a penny, unless he brings up a handful of change at once. When I have a pile of coppers shoved through the little hole at the ticket window, I always take a kick and demand a ten-cent ticket. Of course, the agent has to give me the ticket and take the pennies back, usually with a half-sneering grunt of resentment at the failure of his ruse. I usually feel tickled with myself for getting the better of the agent, but this chap flouted me this time."

"I gave him an American dime and demanded a ticket. I got it and the five pennies besides. I pointed the copper bits back and asked for another ticket. The fellow said, 'That's a Canadian dime shot through the hole in the window accompanied by a remark that the road did not take.' I took the dime and the five pennies and looked at the date of coin. For I once was an ardent collector of rare pieces of money, and I knew that the date was as mine as mine. I handed the ticket man. It was the only dime I had, and I watched him shove it into his hand and get the Canadian piece which he insisted was the one I had given him. What could I do? I could stand and argue the matter all day and have my labor for my pains, so I had to take the disputed dime and the five pennies to boot. But I'll get square with some other agent or my name isn't David."

"I never knew how the man's name is, for the roar of the approaching train drowned the speaker's voice as his owner disappeared through the iron gate."

IGNORANCE ABOUT THE BRITISH INCOME TAX.

THE PROVISIONS OF THE BRITISH INCOME TAX THAT A CORPORATION HAS BEEN FORMED TO RECOVER SUMS WRONGFULLY PAID IN. THIS AGENCY HAS ATTENTION TO THE FACT THAT PERSONS WHO HAVE BEEN RESIDENT OUTSIDE THE KINGDOM FOR ONE COMPLETE FINANCIAL YEAR (WHICH COMMENCES APRIL 6), AND WHOSE TOTAL INCOME FOR ANY ONE OF THE PAST THREE YEARS ENDING APRIL 5, 1894, DERIVED FROM PROPERTY, INVESTMENTS, OR OTHER SOURCES IN THE UNITED KINGDOM, DID NOT AMOUNT TO £150 PER ANNUM, WERE ENTITLED TO TOTAL EXEMPTION. CONSEQUENTLY, THE AMOUNT OF INCOME TAX DEDUCTED DURING THAT PERIOD, WHILE THOSE WHOSE INCOMES AMOUNTED TO £150, BUT WERE LESS THAN £300, ARE ENTITLED TO REPAYMENT OF THE TAX ON £150.

UNDER THE FINANCE ACT NOW IN FORCE, INCOMES NOT EXCEEDING £100 ARE EXEMPT, INCOMES NOT EXCEEDING £300 ARE ENTITLED TO AN ABATEMENT AS TO £100. IT IS NOT INCOMES NOT EXCEEDING £300 ARE ENTITLED TO AN ABATEMENT AS TO £100. IT IS NOT INCOMES NOT EXCEEDING £300 ARE ENTITLED TO AN ABATEMENT AS TO £100. IT IS NOT

AN AGREEMENT ON WHICH THEY DISAGREED.

FROM THE QUEENSLANDER, AUSTRALIA.

"False one," he said, "would that I never had a wife. Your teeth are false, your complexion is store-made, your hair is another's. You are wholly false."

"No, not wholly," she replied. "I have a mind of my own, as you well know. I was forced to admit the bitter truth of the statement."

NOT WHOLLY FALSE.

FROM THE CINCINNATI TRIBUNE.

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HOW NEPTUNE HELD ON TO HIS JOB.

FROM THE CHICAGO TRIBUNE.

Not long after the arrival of Neptune Burgess drifted in from his home in the South, and was so well satisfied with "God's country" that he was pleased to remain here. He was a man of the firm of Ezra Miles, a well-to-do planter. Neptune was a man of the firm of Ezra Miles, a well-to-do planter. Neptune was a man of the firm of Ezra Miles, a well-to-do planter.

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HE GOT HALF THE FINE.

FROM THE PORTLAND ARGUS.

A man who has just returned from a hunting trip in the forest of Northern Maine vouchers for the entire truth of the following story, as he had it direct from the Sheriff.

A man who lives in the Mount Katabah region was out in the office of a justice of the peace a few days since and inquired about the penalty for hunting deer with dogs, and very particularly as to whether one-half the fine did not go to the informer.

The justice consulted the game laws and assured him that it did.

"Very well," said the man, "I want to complain of myself and serve."

The justice could not back out, and so gave the man a ticket for half the fine.

THE BURGLAR WHOM THEY LET ESCAPE.

THE NEWPORT POLICE HAVE NOT RECAPTURED THE BURGLAR WHOM THEY LET ESCAPE.

Newport, R. I., Nov. 24 (Special).—The principal affair of the week was the consecration of the \$1500 chapel given by Mrs. Sarah A. Zakar, of New-York, to the Episcopal parish. The officiating clergymen included Bishop Potter and the Rev. Dr. Houghton, of New-York. This is the finest church building in the city.

The police have been unable to recapture the cottage burglar who so cleverly escaped last week after he had been caught. A thorough search of the city has been made, but it was learned that several of the cottages had been entered, including those owned by Mrs. Jerome N. Bonaparte, of Washington, and Mrs. Julia H. Eldredge, of New-York. It is not thought that the burglar has left the city. Contrary to general expectation, Mayor Fearing has restored to his rank the sergeant in charge of the squad who captured the burglar. The police force is said to be in a wretched condition. It will be thoroughly overhauled when the new Mayor takes office. The cottage owners, who have so much at stake here, are alarmed, no arrests having been made for burglary for nearly a year. They feel that they are entitled to protection, being such large taxpayers.

Conrad Vanderbilt closed his cottage for the season this week.

Mrs. G. H. Baldwin, of New-York, has Miss Morgan, her sister, as her guest.

Miss Alice Theodor, of New-York, is visiting at the "Lucky Cottage."

Mr. and Mrs. W. R. Hunter and Mr. and Mrs. Sanford Gladding have returned from their wedding trip. Mr. and Mrs. Hunter will occupy the Derby cottage in Kayser.

James J. Van Allen, owner of Wakehurst, at Ochre Point, sailed for Europe next week.

Mrs. J. P. Pearson, of Mead Towner, and Henry A. Taylor closed their cottages for the season this week.

Commodore Frederick P. Sands, of the New-York Yacht Club, and his wife, celebrated their thirtieth wedding anniversary at their cottage.

Mrs. Frederick W. Vanderbilt will give a turkey dinner at the cottage on Thanksgiving Day.

Upward of 200 boys. The lads will also have the privilege of listening to a lecture on the history of the city, which will be given by the local committee of King's Daughters in waiting on the tables. Mrs. Vanderbilt began giving these parties.

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